



USS WHITE PLAINS (AFS-4)  
FPO SAN FRANCISCO 96601

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1. Enclosure (1) is provided as required by reference (a).

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By direction

# CHRONOLOGY OF MAJOR EVENTS 1977

JAN	1-5	UPKEEP/LOAD YOKOSUKA, JA
	5-10	ENROUTE SERVICES/SOUTH CHINA SEA (SCS)
	10-25	UPKEEP/LOAD SUBIC BAY, RP
	25-29	INDEPENDENT STEAMING EXERCISES, OPPE/SCS
	29-31	INPORT SUBIC BAY, RP
FEB	1-4	INPORT SUBIC BAY, RP
	4-10	ENROUTE YOKOSUKA
	10-26	INPORT/LOAD YOKOSUKA, JA
	26-28	ENROUTE SERVICES/PHILIPPINE SEA (PS)
MAR	1-3	ENROUTE SERVICES/PS
	3-16	INPORT/LOAD YOKOSUKA, JA
	16-21	ENROUTE SERVICES/OKINAWA (OKI)
	21-25	LOAD YOKOSUKA, JA
	25	ENROUTE SERVICES (CANCELLED DUE TO EQUIPMENT CASUALTY)
	25-28	REPAIRS YOKOSUKA, JA
	28-31	ENROUTE SERVICES/EXERCISE TEAM SPIRIT
APR	1-7	ENROUTE SERVICES/EXERCISE TEAM SPIRIT
	7-11	LOAD SASEBO, JA
	11-14	ENROUTE SERVICES/EAST CHINA SEA (ECS)
	14-18	VISIT CHINHAE, ROK
	18-24	ENROUTE SERVICES/ECS, OKI
	24-30	INPORT/LOAD YOKOSUKA, JA
MAY	1-2	LOAD YOKOSUKA, JA
	2-10	ENROUTE SERVICES/NORTHERN JAPAN (NJ), OKI, SCS
	10-31	UPKEEP/LOAD SUBIC BAY, RP
JUN	1-2	LOAD SUBIC BAY, RP
	2-7	ENROUTE SERVICES/PS, ECS
	7-9	VISIT KAOHSIUNG, TW
	9-12	ENROUTE YOKOSUKA
	12-28	UPKEEP/LOAD YOKOSUKA, JA
	28-31	ENROUTE SERVICES/SOJ
JUL	1-3	ENROUTE SERVICES/SOJ
	3-6	VISIT MURORAN, JA
	6-9	ENROUTE SERVICES/SOJ
	9-13	LOAD YOKOSUKA, JA
	13-19	ENROUTE SERVICES/OKI, NJ
	20	DEPENDENT'S CRUISE
	20-31	LOAD/UPKEEP YOKOSUKA, JA

AUG 1-7 LOAD/UPKEEP YOKOSUKA, JA  
 7-12 ENROUTE SERVICES/NJ, ECS  
 12-15 VISIT PUSAN, ROK  
 15-19 ENROUTE SERVICES/ECS, OKI, SCS  
 19-23 LOAD SUBIC BAY, RP  
 23-25 ENROUTE KEELUNG  
 25-28 VISIT KEELUNG, TW  
 28-31 ENROUTE SERVICES/OKI  
  
 SEP 1-3 ENROUTE SERVICES/OKI  
 3-30 LOAD/UPKEEP YOKOSUKA, JA  
  
 OCT 1-8 UPKEEP YOKOSUKA, JA  
 8-15 INDEPENDENT STEAMING EXERCISES/PS, OKI, SCS  
 15-23 LOAD SUBIC BAY, RP  
 23-31 ENROUTE OPERATION MIDLINK/SCS, INDIAN OCEAN (IO)  
  
 NOV 1-10 ENROUTE SERVICES, OPERATION MIDLINK/IO, SCS  
 10-13 VISIT PATTAYA BEACH, THAILAND  
 13-17 ENROUTE SERVICES/SCS  
 17-18 VISIT SUBIC  
 18-24 ENROUTE SERVICES/SCS, PS  
 24-31 INPORT YOKOSUKA, JA  
  
 DEC 1-3 INPORT/LOAD YOKOSUKA, JA  
 3-10 ENROUTE SERVICES, KOREAN ASWEX K1-78/SOJ  
 10-14 LOAD YOKOSUKA, JA  
 14-21 ENROUTE SERVICES, WASEX 1-78/PS  
 21-31 HOLIDAY STANDDOWN YOKOSUKA, JA

## NARRATIVE

The year 1977 was greeted by the officers and men of the USS WHITE PLAINS in their homeport of Yokosuka, Japan. The holiday season's celebrations having ended, the WHITE PLAINS applied herself to the task she has performed so well throughout her history - providing service to the fleet. After a few days of stores loading she was underway on the fifth of January, bound for a rendezvous with the USNS NAVASOTA (T-AO-106). Fuel was taken aboard and stores were delivered, the NAVASOTA eased over the horizon and the WHITE PLAINS was bound for her first port visit of the new year in that old favorite of many sailors, Subic Bay.

The middle two weeks of January were spent in Subic taking on supplies and readying the ship for an Operational Propulsion Plant Examination (OPPE). This period was also marked by a change of command wherein Captain Philip E. Johnson relieved Captain Arnold of his duties as WHITE PLAINS' skipper. The ceremony took place on 13 January, the second anniversary of Captain Arnold's tenure. It was an occasion key-noted by festive and auspicious Subic skies. The familiar "I relieve you, sir" resounded over the decks of WHITE PLAINS, and she was thus taken under firm command by her seventh skipper.

On the twenty-fifth of January WHITE PLAINS departed Subic with her new CO and a team of examiners on board, and the engineers set themselves to the task of proving their skills. They suitably impressed the examining team after grueling inspection hours and were certified competent to operate the plant.

On the fourth of February WHITE PLAINS got underway to return to Yokosuka to a tender availability provided by the USS SAMUEL GOMPERS (AD 37). During this inport period the ship was the recipient of a maintenance and material inspection which she passed with facility. On the twenty-sixth of the month WHITE PLAINS left her familiar berth at drydock six to provide her first major service of the year to the USS MIDWAY (CV 41) task group on the following day. The coming days saw the USNS MISPELLION (T-AO-105) and the USS WORDEN (CG 18) alongside, before she returned to Yokosuka in the early days of the month of March.

Two weeks of upkeep and stores loading readied WHITE PLAINS for her next task, and on the seventeenth of March she was underway for a rendezvous with elements of TG 76.4, as well as USS RACINE (LST 1191). Returning to Yokosuka on the twenty-first for a brief stores loadout, WHITE PLAINS made ready for sea on the twenty-fifth. She still had the tugs alongside when a casualty to the main condenser forced a return to berth for emergency repairs. The time required for repairs was minimal and on the twenty-eighth WHITE PLAINS was underway for participation in Exercise Team Spirit. This exercise was a combined operation with units of both the U. S. and Korean navies participating. During the ten day period WHITE PLAINS again serviced the amphibious units of TG 76.4 and the MIDWAY task group. This latter evolution was a night UNREP. Also serviced during Exercise Team Spirit were USS MOUNT HOOD (AE 29) and USNS PASSUMPSIC (T-AO-107). Not content to rest after this demanding week, WHITE PLAINS pulled into Sasebo, Japan, her former homeport, on

April seventh, and immediately set about loading stores for commitments planned in the coming few days. By the eleventh, after long hours of overtime work put in by the ship's storekeepers, the flight deck and holds were staged for transfer of cargoes, and WHITE PLAINS was underway. The first commitment was a CONSOL of USS KANSAS CITY (AOR 3), and the storekeepers once again proved their flexibility by somehow finding secure spots for all that was taken aboard. The next day brought the units of TG 77.3 alongside, among them the USS CORAL SEA (CV 43), recently deployed to WESTPAC from her California home in Alameda. On the thirteenth WHITE PLAINS again had the RACINE alongside and on the fourteenth of April the ship pulled into Chinhae, Korea for a well deserved break. While in Korea many members of the crew travelled to Seoul to take advantage of its attractions, and when four days later the ship got underway there were many new gift items stored away for family and personal use. Also taken aboard were many smiles, indicative of an R & R stop well spent.

On the eighteenth of April the WHITE PLAINS was again busy providing services in the East China Sea, this time to units of TG 77.3, as well as a new customer the USS KAWISHIWI (AO 146). On the twentieth the USS MT. HOOD (AE 29) came alongside, and in subsequent days WHITE PLAINS again serviced members of the MIDWAY task group. On the twenty-fourth of April WHITE PLAINS pulled into Yokosuka after a month of operations, and families were again reunited. The month of April ended with the WHITE PLAINS loading stores to prepare for commitments ahead.

On the second of May WHITE PLAINS was again underway in support of U. S. Seventh Fleet units. On the third WHITE PLAINS serviced her regular customers in TG 77.4 and on the following day stores were delivered to the CORAL SEA task group. On the fifth of May the USS ALAMO (LSD 33) came alongside. For the next five days WHITE PLAINS participated in special operations with USS RICHARD S. EDWARDS (DD 950), USS FRANCIS HAMMOND (FF 1067), and USS LOCKWOOD (FF 1064). This involved the surveillance of vessels of the Soviet navy engaged in ASW exercises. On the tenth of May WHITE PLAINS pulled into Subic Bay and the rest of the month was devoted to upkeep and stores loading. On the twenty-third the ship was honored by a visit of the Commander of Naval Surface Forces Pacific, Vice Admiral St. George. He was given a tour of the ship, and, when he departed, was vocal in his praise of WHITE PLAINS.

Underway on the second of June from Subic, on the third WHITE PLAINS serviced units of TG 77.7 with the USS CONSTELLATION (CV 64) as flagship. On the seventh WHITE PLAINS pulled into Taiwan's busiest port, Kaohsiung, located at the southern end of the island. She moored pierside and spent a couple of days at liberty. On the ninth WHITE PLAINS was again underway, this time bound for home. She arrived on the twelfth and spent the next two weeks in upkeep and stores loading. Also during this period was noted the arrival of the first of several groups of midshipmen who would travel with the WHITE PLAINS throughout the summer months. On the twenty-eighth the WHITE PLAINS departed Yokosuka bound for Muroran, Japan located on

the northern island of Hokkaido. She arrived on the third of July and spent the Independence Day holiday tied up pierside.

On the sixth of July WHITE PLAINS got underway to return home, and she arrived in Yokosuka on the ninth. After a couple of days of stores loading WHITE PLAINS was again underway to a rendezvous with needy task groups. On the fifteenth she serviced ships of TG 76.5, on the sixteenth TG 77.3, and on the eighteenth TG 77.4. WHITE PLAINS returned to Yokosuka with empty holds on the nineteenth, arriving in the waning daylight hours. On the following day WHITE PLAINS welcomed aboard many dependent families for a day of operational demonstrations. A full day's activities had been scheduled, and a pleasant time was had by all. The events included a firing of the ship's guns, an UNREP arranged with the USS SHASTA (AE 33), and an airshow staged and performed by the WHITE PLAINS' helicopter detachment HC 3 DET 106. The ship returned to port in the early evening, pleased to have been able to acquaint its families with a sampling of its capabilities. WHITE PLAINS finished the month of July with an upkeep period at home, during which she received a safety inspection and a maintenance and material inspection.

By the first week of August WHITE PLAINS had replenished her depleted stores, and on the seventh was again underway in service to the fleet. On the ninth of August several units of the CORAL SEA task group came alongside and on the tenth WHITE PLAINS serviced USS PARSONS (DDG 33) and USS SOMERS (DDG 34). On the tenth USS JUNEAU (LPD 10) received replenishment services, and on the twelfth WHITE PLAINS arrived in Pusan, Korea for several days of liberty. Pusan is Korea's busiest port and second largest city. To the crew's delight Pusan boasts excellent factories allowing the purchase of clothing, footwear and leather goods at bargain prices. Leaving Pusan on August fifteenth WHITE PLAINS provided underway replenishment of TG 77.7 units while enroute to Subic Bay. She arrived in Subic in the evening of the nineteenth and spent four days in stores loading while alongside the USS HECTOR (AR 7) which provided WHITE PLAINS with tender services. On the twenty-third of August the WHITE PLAINS was underway for Keelung, Taiwan, arriving there on the twenty-fifth. The crew enjoyed three days of liberty in Keelung which gave them ample opportunity to venture to Taiwan's nearby capital city of Taipei. Many of the crew opted to stay at the luxurious and beautiful Grand Hotel situated on a hilltop overlooking the modern city. Nearly all returned to the ship beaming over their purchases of inexpensive books, clothing, records, and gift items.

On the twenty-eighth of August the WHITE PLAINS weighed anchor in Keelung harbor and proceeded to a rendezvous with several units operating in the oceans off of the Okinawa chain of islands. During the next five days WHITE PLAINS provided underway replenishment services to the USS MIDWAY, USS JUNEAU, and USS SCHENECTADY (LST 1185). She also took on fuel provided by the NAVASOTA. On the morning of September third WHITE PLAINS returned to her homeport of Yokosuka for a lengthy period of preparation for an upcoming operation which would prove to be the largest underway replenishment of ships at sea by the WHITE PLAINS since the Vietnam War.

On the sixth of September the last group of midshipmen to ride the WHITE PLAINS during the summer months departed the ship. On the eighth the ship enjoyed a visit by RADM R. B. McClinton, Commander of Naval Surface Group Western Pacific. He was given a tour of spaces. On the twelfth of September a VERTREP brief was conducted for Japanese Maritime Self-Defense Force personnel. USS LOCKWOOD was host ship and HC-3 DET 106 personnel assisted. On the fourteenth WHITE PLAINS was host ship for the first Mobile Logistics Support Forces briefing for the upcoming Indian Ocean operation, MIDLINK'77. In support of this effort HC-3 DET 106 was cross-decked to the USS MIDWAY on the twenty-sixth.

On the eighth of October WHITE PLAINS departed Yokosuka for her Indian Ocean deployment. The first week was spent enroute to Subic Bay for final stores loading. During this week many drills were conducted to hone the skills of the crew, among them several General Quarters, including a gun shoot and abandon ship drill, and full power trials and engineering casualty control drills to ready the engineers. On the fifteenth of October WHITE PLAINS arrived in Subic Bay to complete final preparations for MIDLINK'77. On the morning of the twenty-third she departed Subic Bay, taking on a full load of fuel from USNS MISPILLION (T-AO-105) in the afternoon, and by the evening had settled into a southwesterly course headed for the Straits of Malacca and the Indian Ocean.

Normally the passage through the narrow Singapore Straits is a photogenic delight as there is much shipping travelling by the modern city whose skyscrapers line the near horizon. But on the day the WHITE PLAINS transited the straits, eager sailors armed with cameras were greeted by a dense fog bank which not only ruined the prospects for picture taking but also made the passage quite dangerous. The low visibility piloting detail was set and the foghorn announced the passage of the WHITE PLAINS to all ships in the vicinity. By the time visibility had improved to the point that the regular underway watch could be set, several hours later, WHITE PLAINS was well into the vast Malacca Straits. On the evening of the twenty-seventh WHITE PLAINS rounded the northern tip of the straits and again headed southwesterly toward a rendezvous with TG 77.4 in the realm of King Neptune.

WHITE PLAINS was due to cross the equator on Halloween. The day before was marked by a cookout on the flight deck followed by a talent show featuring the beauty and entertaining skills of the many Pollywogs aboard for whom the equatorial crossing would be the first. Also participating in the festivities were some ninety sailors who were aboard for further transfer to those units deployed in the Indian Ocean. They were bunked in the helo hanger left vacant by the crossdecked detachment.

Early the following morning most Shellbacks were awakened by the plaintive howls of Pollywogs baying at the moon. By eleven that same morning all aboard had been received by the Royal Court of King Neptune and WHITE PLAINS was allowed to proceed on assigned duties.

The morning of November third arrived. This was the day the WHITE PLAINS had been preparing for over the past several weeks. By the end of the day the WHITE PLAINS had transferred over one thousand pallets of provisions to six ships including USS MIDWAY, USS WORDEN, USS LOCKWOOD, USS PARSONS, USS PONCHATOLA, and USNS NAVASOTA. This amounted to over seven hundred tons of supplies. In addition, over three tons of mail and ninety transient personnel were delivered to their destinations. This was the largest underway replenishment accomplished by the WHITE PLAINS since the Vietnam War. It was the sole reason for the WHITE PLAINS having journeyed to the Indian Ocean and it was a triumph.

On the return trip WHITE PLAINS enjoyed fair weather while transiting the Singapore Straits on the eighth of November, and the crew was able to get those pictures denied them on the outbound leg of the journey. On the tenth the ship anchored off of Pattaya Beach, Thailand for a well-deserved liberty. Pattaya quickly captured the hearts of all aboard with its many inexpensive hotels, beautiful beaches and engaging citizenry. Three days was too short a stay, and everyone reiterated a desire to return as soon as possible. On the thirteenth WHITE PLAINS departed Pattaya for a return to Subic prior to heading home. On that same day the USS BAUSELL came alongside for services prior to her proceeding for liberty in Bangkok. Soon afterwards, as WHITE PLAINS headed into the South China Sea, the effects of Typhoon Kim were made apparent as the oceans whipped up into a frenzy. This was the same storm which killed many people in Manila and which now forced a delay of a planned consolidation with WHITE PLAINS' sister ship USS SAN JOSE (AFS 7) for several hours. On the morning of the seventeenth WHITE PLAINS and SAN JOSE arrived in Subic bringing calm seas with them. Stores were quickly loaded and on the next day WHITE PLAINS departed Subic for enroute services with TG 77.5 led by USS KITTY HAWK (CV 63). She also took on fuel from USS SACRAMENTO (AOE 1). On the twenty-fourth of November a proud and tired WHITE PLAINS crew entered her homeport after a month and a half absence. A pleasant Thanksgiving was enjoyed by all.

On the third of December WHITE PLAINS got underway for participation in the Korean ASW Exercises K1-78, which involved many units of both the American and Korean navies. Stores were delivered to several ships, and in one remarkable evolution the underway transfer of an emergency repair item to USS PARSONS (DDG 33) was accomplished with CPO's and junior officers manning the highline. On the tenth of December WHITE PLAINS returned to Yokosuka and quickly readied herself for a visit by the Honorable W. Graham Claytor, Secretary of the Navy, on the twelfth. That same day was also an occasion for the second visit of the year by VADM St. George, COMNAVSURFPAC. On the fourteenth WHITE PLAINS was again underway, for her final services of the year. In the next five days WHITE PLAINS serviced units of the amphibious TG 76.5, as well as her old friends in TG 77.4. On the nineteenth of December HC-3 DET 106 returned from the MIDWAY, and on the twenty-first WHITE PLAINS pulled into her homeport at Berth Fifteen for a holiday standdown period. It had been a long and satisfying year.